

CHAPTER 5

TRANSPORTATION

Development of the Town's Street System

The Town of Mount Airy has the advantage of having a major Interstate Highway bordering it on one side. Historically, the close proximity of Interstate 70 and Maryland Route 144 caused the development of the Town north, west, and east of the original settlement of Parrsville. The original east-west connector to the Town from Frederick to Baltimore was Route 144, until Interstate-70 was constructed in the 1960s. The other major road historically existing through the Town was Main Street, which enabled the Town to grow on both the east and west sides. The Town continued to expand during the 1960s along these two main transportation corridors, with a concentration around the downtown core. Main Street has traditionally represented the Carroll County/Frederick County dividing line with low-density residential development primarily on both sides of the street. Main Street continued to feed the downtown and surrounding residential development through the early 1970s. The Mount Airy Bypass, MD. 27 (Ridge Road) also came into existence during the early 1970s and proved to be a major physical determinant on the pattern of development in the Town for the following twenty-five years.

Route 144, which has always provided an east-west connection from Frederick to Baltimore, became a section of local road inside the Town limits. The in-town section of road is named Ridgeville Boulevard, reflecting the original settlement of Ridgeville around which the Town was created. The close proximity of Ridgeville Boulevard to Interstate 70 – MD 27 interchange has led to the majority of commercial development along the in-town section of Ridgeville Boulevard. These three main roads served the commercial and residential land use patterns that are still evolving and developing today. These routes served and continue to serve residents traveling to Frederick and Baltimore and also provide a direct route north to the rapidly growing City of Westminster. Mount Airy became a preferred living location because it is the only Town in Carroll County with excellent Interstate access.

The Relationship of Land Use and Transportation

The transportation - land use relationship underlies all of the principals of transportation and planning. The two major factors that contribute to the complexity of the land-use/transportation equation are: (1) that the relationship between land uses and (2) transportation is reciprocal. The activity patterns of business and families change independently of land-use and transportation, in response to changing values, norms and preferences. These changing patterns of daily lifestyle and commuting work patterns have influenced the use of primary roadways throughout the metropolitan region. These

established patterns of home-to-work and the heavy use of major routes to regional employment centers would continue to burden the primary highway network of the Town.

Economic and development pressures of both Frederick and Carroll Counties and the regional development and growth of the Washington - Baltimore corridor have caused the Town of Mount Airy to grow. The main transportation network that exists in Mount Airy not only feeds the Town, but also accommodates a large number of commuters traveling from points north of the Town into southern lying county employment centers. Therefore, the land use developing along these transportation corridors not only feeds the needs of the Town residents, but the commuting population along with it. It is important that the Town allow alternative modes of transportation along the main routes, such as safe pedestrian access and also bicycle facilities. The Town has concentrated on increasing the opportunities for pedestrian and bicycle passages through the design of good subdivision layout that provides for interconnections between neighborhoods. It is equally important in the development of the Town park system, downtown area and commercial development that alternative access to the car is considered in site design or in conjunction with the renovation of certain commercial areas.

Roadway Functional Classifications⁵

The Town of Mount Airy utilizes the Carroll County criteria for functional classification of roads. The assignment of a functional classification for a roadway is accomplished through a process by which streets and highways are grouped into systems according to the types of service the roads are intended to provide. Functional classification defines the role that any particular roadway should fulfill in meeting the demand of the traveling public. The assignment of functional classifications facilitates the logical travel patterns within the state and local roadway network. Primarily, *local* road classifications represent an emphasis on access to property, *arterials* represent a high level of mobility, and *collectors* represent a compromise between property access and mobility. Following is a brief definition of functional road classifications according to Carroll County standards.

- **Principal Arterial** - A principal arterial links large population or employment centers. Principal arterials can range from expressways to two-lane roadways. They are inter-county or interstate oriented and indicative of long travel lengths. Interstate-70 is a principal arterial.
- **Intermediate Arterial** - An intermediate arterial supplements the principal arterial system. Intermediate arterials provide service to trips of a moderate length while distributing travel to smaller geographic areas than those served by principal arterials. MD 27 (Ridge Road) is an intermediate arterial.

⁵ Source: Carroll County Functional Classification Criteria and Assignment, Carroll County Office of Planning and Development, 10/1995.

- **Minor Arterial** - Minor arterial roadways provide a lower level of mobility while placing more of an emphasis on land access than the other arterial classifications. These roadways typically provide a link to the collector roadway system and connect small population centers to the overall arterial system. MD 144 within the town limits is an example of a minor arterial.
- **Major Collector** - A major collector provides for both land access and movement within residential, commercial, industrial or agricultural areas. They are the links from the land uses to the arterials. Major collector roads provide service to areas not on an arterial route and to other important traffic generators such as schools, parks, etc. MD 808 (Main Street) is a major collector along with Rising Ridge Road and Center Street.
- **Minor Collector** - Minor collectors provide service to the remaining traffic generators and are spaced at intervals consistent with population densities. They bring all developed areas to major collectors or arterials. Watersville Road, East Ridgeville Boulevard are considered minor collectors.
- **Local System** - Local roads or streets provide for direct access to individual land uses. They discourage through traffic and are typically low in traffic volumes and speed. Prospect Road, Park Ave, Ridge Ave., Merridale Boulevard and all other local subdivision roads would be considered in the local street system.

Town Primary Road System

There are three State Routes that have shaped the historic growth pattern in Mount Airy. Interstate 70, MD 808 (Main Street), and MD 27 have all contributed to the shape of the residential and commercial development pattern of the Town. Following is a brief analysis of how each one of these roads contributes to Mount Airy's development, access and land use patterns.

Interstate 70: Classified as a Principal Arterial. This Interstate Highway provides a major east-west route throughout the State, but primarily from the Baltimore Beltway to Frederick City and other points west. The location of the Town adjacent to this major interstate has provided opportunities for direct access to job centers to the east and the south, but also provided for small local economic development opportunities to spring up around the interchange of I-70 and MD Route 27. Mount Airy is actually one of the few small towns in the state of Maryland that has direct access to an Interstate highway. The benefit of the highway location also comes with increased pressure for land development. Because of the good access and development of the Town at the convergence point of four counties. Location continues to be ideal for lower level economic and residential growth. The challenge for the Town will continue to be how to handle the increased

pressure for growth, while still enjoying and utilizing the excellent access to major job and larger commercial centers in the urbanized areas outside the Town.

MD 27: Classified as an Intermediate Arterial. This State Route was constructed in the early 1970s and intended to function as a "bypass" east of the Town and relieve pressure from the use of Main Street, Rt. 808 going through the downtown area. This route became a major transportation corridor from the lower Montgomery County job centers to points north, bedroom communities, and the City of Westminster where the route continues through the City of Westminster as a City Street. It continues north of Westminster and Rt. 140 and terminates at the town of Manchester at the intersection of Rt. 30. As the last two decades have passed, the majority of commercial land activity has centered on the interchange of MD 27 and I-70.

Over a period of twenty years, the commercial zoning classifications were concentrated around the areas of good access and prevented corridors of "strip centers" along MD Rt. 27. This road also became increasingly important to move commuters to outlying suburban growth areas in the lower southwest Carroll County area.

As the working population of Mount Airy and Carroll has grown, the amount of traffic using MD 27 has become increasingly congested and burdensome within the Town limits. The road is functioning in two primary ways: to move people daily between work and home and to provide access to the main commercial center of the Town. It also serves as a transportation corridor for commuters living in northern Carroll County traveling south to Montgomery County.

During the peak times of the day and evening when commuting traffic is heaviest and competition for resident access to the commercial opportunities is greatest, congestion is the most serious. Some people do divert, utilizing MD 808 (Main Street) to travel north or south, but conflict with peak hour commuting traffic is inevitable if the commercial areas of Town are to be accessed. Over the last five years, increasing residential development north of Mount Airy has caused the volume of traffic traveling these two northbound routes to increase significantly.

It is important that the Town continue to work with the Maryland State Highway Administration for road improvements and signalization upgrades to eliminate recurrent accident locations and ongoing or worsening peak hour congestion issues within the Town limits.

MD Route 808/Main Street: Classified as a Major Collector. Historically, Main Street was the primary route through town for all local traffic as well as north and southbound commuter traffic. Presently it serves more as an access for the downtown area business, and centrally located subdivisions, as well as the central historic developments of the Town. It also serves as a secondary or "relief" route for commuter traffic, during peak periods. The right-of-way and paving width for Main Street is very narrow and has not

been widened or had pedestrian sidewalk problems addressed over time. The continuing challenge for the Town will be to retain the character of Main Street, by limiting commercial development along its corridor to primarily the downtown area, but also enhancing its appeal by working with the State to improve its physical structure and upgrading or providing better pedestrian access with sidewalk and street lighting improvements.

Existing Secondary Road Network

The secondary road network feeds the needs of local traffic, but also provides collective routes to the primary road system that is meant to facilitate through traffic and move commuters from work to home. Most of the secondary road system in Mount Airy has been in existence for a long period of time and received minimal upgrades to the system's existing structure. Most of these roads lead from both Carroll and Frederick County into the primary Town road network. Following is an analysis of those roads that are essential to the Town's internal flow of traffic.

Ridgeville Boulevard: This minor Arterial road is the primary route that connects the western portion of Mount Airy and Frederick County residents with MD 27 and MD 808 (Main Street). Ridgeville Boulevard (the original Maryland Route 144) is not only a historic road alignment, but also one that serves the Town residents for essential commercial services and major shopping areas. It will continue to function as a collector connecting residents from Main Street to MD 27. Road right-of-way width (32'-36') varies along the section. There are sidewalks along both the north and south sides of the road with some connections missing. An additional signal at the intersection of Ridgeville Blvd and Ridgeside Drive was completed in 2001, as part of the Mount Airy Shopping Center improvements.

Staff Recommendation: East Ridgeville Boulevard should be upgraded to a four-lane in-town collector road with continuous sidewalk, curb and gutter improvement along both the north and south sides of the road. The actual right-of-way width to do these improvements is currently available.

Twin Arch Road: Twin Arch road is presently serving a variety of commercial, industrial and residential uses. It is a main access for the Twin Arch Shopping Center, Mount Airy Carnival Grounds, two industrial parks, and Twin Arch Crossing Townhouse Subdivision. It is currently built at a standard below what is needed to handle the traffic generated by the industrial and residential development currently under construction.

Staff Recommendation: The road should be widened to a 36' pavement from the intersection of Rt. 27 to the end of the Twin Arch Business Park (Full property) with sidewalk, curb and gutter improvements on the north and south sides of the road within the town limits. Staff also recommends a concrete median divider from the intersection 50' - 75' east towards the first entrance to the Twin Arch Shopping Center to assist in traffic flow on Twin Arch road at that intersection.

Watersville Road: Watersville Road currently functions as a rural collector for both Carroll County residents and subdivisions of Nottingham Village and the Fields of Nottingham. It will continue to serve the future housing construction for the remainder of the Nottingham Subdivision and the Knill property, a significant parcel of ground that could eventually be within the Town limits.

Staff Recommendation: Watersville Road should remain primarily as a rural collector with road frontage improvements to include curb and gutter on the southern side of the road that will be in the town limits. Improvements to the intersection of MD 27 and Watersville Road should include the establishment of an exclusive left-hand turn onto MD 27 south coming from the east on Watersville Road and an exclusive right turn lane onto MD 27 south coming from the west. Both of the intersection improvement projects should include a general widening of the road right-of-way a minimum of 150 ft. back from the intersection.

Park Ave./Ridge Ave: Park Avenue assists in transporting residents from the western portions of Mount Airy and downtown traffic east towards MD 27. It also provides western movement from MD 27 to the downtown area and MD 808. This road also provides access to the Lorien Life Center Nursing Home and Assisted Living Facility as well as the Mount Airy Post Office. The road section varies in width between its connection with Rt. 27 on the eastern end and South Main Street on the western End.

Staff Recommendation: With right-of-way limited, the road section for Park Avenue should remain the same, but the right turn lane at the intersection of MD 27 should be extended beyond what currently exists to alleviate evening peak hour congestion at that intersection.

Prospect Road: This collector road feeds the western portion of town and Frederick County into the downtown area of Mount Airy and terminates at South Main Street. The right-of-way width narrows down as the road approaches Main Street. It will continue to function effectively as it also allows access to Rising Ridge Road which provides a western bypass alternative to Main Street.

Staff Recommendation: Continue to retrofit sidewalks along the in-town portion of Prospect road to allow safe pedestrian access to the neighborhoods in the western portion of Town.

Buffalo Road: Buffalo road is a rural collector that is maintained by the Town in the section closest to Main Street, Frederick County in the middle section and Carroll County in the upper section that intersects with MD 26, near the community of Taylorsville. Buffalo Road provides access primarily for Frederick County residents coming in to town and for existing residential subdivisions on the west side of Main Street. Sectional improvements for widening and upgrading to in-town standards have taken place as part of the new subdivision development along that road.

Staff Recommendation: Buffalo Road will retain its rural collector status in the upper sections moving west of town, but should be improved with widening, installation of sidewalk, curb and gutter on the north side as part of any new subdivision development that occurs along the right-of-way area. The southern, in-town section of Buffalo Road is a portion of the designated bike path around the Town.

Rising Ridge Road: Rising Ridge Road is an in-town 36 ft. collector road projected on the Master Plan to function as a western "bypass" for the Town of Mount Airy. In the Master Plan the proposed road is shown to connect at its southernmost point to MD 27 and its northern termination point is Buffalo Road. The middle section of the road is currently built and functional. It provides access to the Twin Ridge Subdivision, Village Gate Subdivision, and Twin Ridge Professional Park. Current road standard is more than adequate to accommodate present and future traffic flows.

Staff Recommendation: Future road alignment to the north should be constructed as the remainder of the Kraft property is developed at the same in-town collector standard with sidewalk curb and gutter. The southern end of the proposed alignment should be further evaluated for future feasibility. The entire length of Rising Ridge Road should be designated as a bikeway.

Century Drive: Century Drive is an established collector road that services an established industrial/commercial corridor but also accesses a residential townhouse development. The road is built to in-town collector standards and is planned to traverse north and form a connection with MD 27. The road is shown on the master plan to retain its collector standard through the continuation of its alignment shown to go through the Beck Property, currently zoned Industrial.

Staff Recommendation: Retain the northern alignment of Century Drive through the Beck property, minimizing entrances onto that roadway. It has a collector classification.

Ridgeside Drive: Ridgeside Drive is a local road built to an in-town closed section standard of 40 ft. It connects South Main Street with East Ridgeville Boulevard. It has multiple entrances providing access to major commercial/retail areas of town. It is currently built to its ultimate standard.

Staff Recommendation: Minimize any new entrances onto Ridgeside Drive to avoid problems with multiple commercial uses along the right-of-way.



Future Roads of the Secondary Network

Future road alignments were approved in the 1994 Master Plan to provide access to the outer growth areas of town. Several of those road alignments have already been implemented. Lack of development of the involved land, lack of funding or regulatory or environmental constraints has held up construction of several roads. Standards of some of those roads may be revised over time depending on the type of land development that they are meant to

serve. A brief discussion of those future road construction projects follows:

Center Street Extended: The extension of Center Street has been in the Mount Airy Master Plan for many years. It is considered by the Town to be an essential connection between South Main Street and the downtown area and MD 27. It would assist in diverting truck and other heavy vehicle traffic from the downtown area. In addition, it would serve the Beck's Industrial Park and provides access to Watkins Regional Park. There are two sections of the road currently constructed. The closer in-town section is built to a 28 ft. standard with no sidewalk, curb and gutter. The eastern section is built to a 40' closed section town standard with sidewalk, curb and gutter installed.

Staff Recommendation: Complete the remaining section of Center Street to the current in-town standard for the new road section connecting to Rt. 27. Road improvements should be made for the western section of the road connecting to Main Street and should include upgrading the paving width, installation of curb, gutter and sidewalks along the southern side of the road. Engineer intersection improvements for the intersection of Center Street and Main Street with possible signalization at Main Street. Future signalization at the intersection of MD 27 and Center Street would also be necessary if the Beck Subdivision were to develop the remainder of its property.

Merridale Boulevard: This road alignment has been partially constructed while the senior housing subdivision of Wildwood Park is under construction. It is a 28' in-town local road that connects Ridge Ave. with Park Ave. It was designed with a sidewalk along the western side on the upper section and sidewalks on both sides of the road in the middle and lower sections. It is currently designed and constructed to its ultimate standard.

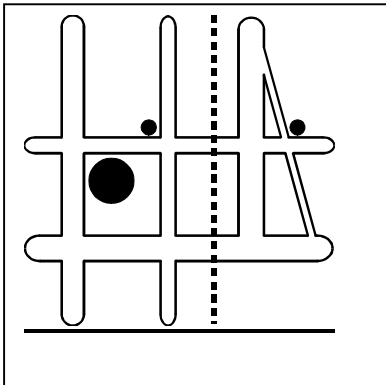
Staff Recommendation: Provide an entrance for the Mount Airy Library off of the lower section of Merridale Boulevard as designated with the fifth section of Wildwood Park Senior Housing. (Completed, spring of 2003)

Rising Ridge Road Extension North: This road alignment will be completed when the remainder of the Kraft property is annexed into town and a subdivision plan is devised.

Staff Recommendation: Construct the road to a 36 ft. in-town collector standard with sidewalk, curb and gutter on both the north and south sides of the road. Minimal interference with intersecting road should be encouraged. Design the intersection of this road with Buffalo Road so that good sight distance is created to the north and the south. A two-way stop may be needed at that intersection.

Candice Drive Extension: The extension of Candice Drive, which is a Carroll County Road, is proposed to be extended through the Flickinger property, which will become an in-town subdivision. The road is currently built to a county collector standard of 36' but with an open section. The Greentree Village Senior Housing Complex will be constructed on the southern side of this road and sidewalk, curb and gutter will be provided when that center is constructed. The extension that will traverse through the Flickinger property will also be constructed to a 32 ft.- 36 ft. in-town collector standard with sidewalk, curb, and gutter improvements through the entire section. It will terminate at Buffalo Road to the west. Most importantly it will provide direct access from Buffalo Road and the Flickinger property to MD 27, via North Main Street.

Staff Recommendation: Complete the extension of Candice Drive through the Flickinger Property to implement the Town Master Plan. Evaluation and upgrading of the signal at MD 808 and MD 27 is mandatory in order to accommodate the future commercial and residential development in the vicinity of the intersection. A designated bikeway should be provided along this alignment.



Evaluation of Existing Intersections

The Town roadway system has been in existence for the last thirty years and is still responsible for handling the majority of traffic in and out of the town limits. Although this network may still be functioning for the most part adequately for in-town dispersal of traffic, “pass-through” traffic, which is primarily commuter traffic, has brought about an increasing burden on the town current highway system. The cumulative effect of this increasing traffic flow on the main highway system is

taking its toll in several ways. The initial and most visible effect of the commuter traffic that passes through town is the creation of congestion problems, evident during morning and evening peak hour times. Because this traffic is generated from out-of-town sources it will continue to happen and will continue to deteriorate over time. As the outer suburban area of Mount Airy continues to develop residentially, MD 808, MD 144, and MD 27, will become increasingly used by pass-through traffic. Below is a chart listing heavily used intersections that intersect with the primary highway system in Mount Airy and the corresponding level of service.

Critical Lane Volumes – Mount Airy Road Network

Intersection	Level of Service P.M. Peak Hour	Critical Lane Volume
MD 27 n/s of Ridgeville Blvd.	“C”	1211
MD 27 at MD Rt. 808	“C”	1151
MD 808 at Ridgeville Blvd.	“A”	996
Ridgeville Blvd. & Ridgeside Drive	“A”	841
MD 27 & Twin Arch Road	“B”	1096
MD 27 & Park Avenue	“C”	1175
MD 27 & Watersville Road	“C”	1201 (a.m. peak)
MD 27 at Leisher Road	“A”	946

The majority of the heavily used intersections around Mount Airy in the morning peak hour operate at an "A" level of service meaning little or no delay at the existing intersections. The in-town roads are much more burdened by traffic in the later afternoon time frame and evening rush hour. As the town and outer suburban area grow, traffic counts taken at regular intervals will help to track the level of service of the primary roads and intersections in town. Plans for future capital improvements for these major routes may be based on decreasing levels of service over time.

2002 Traffic Counts for the Town's Major Road Network

The Maryland State Highway Administration maintains traffic volume counts for the road network throughout the State. The majority of these counts are updated on an annual basis. Some recently tabulated traffic volumes for a few of the major roads in Town follow:

Maryland State Highway Administration Traffic Volumes - 2002

Location	Total Volume
I-70, west of MD 27	59,325
I-70, east of MD 27	61,225
MD 27, north of I-70	26,075
MD 27, north of Twin Arch Road	19,975
MD 27, at MD 808 (North Main St.)	16,875
MD 144, west of MD 27	8,425

Level of Service Characteristics⁶

Service (LOS)	Stopped Delay Per Vehicle (Sec)	Expected Delay to Minor Street Traffic	Stopped Delay Per Vehicle (Sec)	Expected Problems To Intersection
'A'	Less than 5.0	Little or no delay	Less than 5.0	Low Delay
'B'	5.1 – 10.0	Short Traffic delays	5.1 to 15.5	Short Delay
'C'	10.1 – 20.0	Average Traffic delays	15.1 to 25.0	# of Cars stopping is significant
'D'	20.1 – 30.0	Long traffic delays	25.1 –40.0	Influence of congestion becomes more noticeable
'E'	30.1 – 45.0	Very long traffic delays	40.1 – 60.0	Limits of acceptable delay
'F'	Greater than 45.1	Extreme Delays- Usually warrants intersection improvements	Greater than 60.1	Oversaturated and Unacceptable

⁶ Source: Highway Capacity Manual, Special Report 209. Transportation Research Board, National Research Council, Washington, D.C. 1994.

Street Improvement Program/Capital Improvements

An inventory of existing physical conditions of the primary in-town roads is kept by the Town of Mount Airy that assists in compiling a list of improvement or upgrade needs for future roadwork. An inventory of each street is described as to its physical condition, any problems or attributes of the street, and recommendations for future improvements. All elements of the street are considered, including the appropriate right-of-way and pavement width, sidewalks, lighting, storm drainage, signage, landscaping and building setbacks. Improvements are then prioritized and a schedule for implementation of improvements is outlined.

Based upon the above analysis, plans to finance and construct improvements are developed yearly. The financing plan is based on the desired completion dates of priority projects. Appropriate alternate funding sources are pursued in order to accomplish those needed improvements within a specified period of time. Regular maintenance and annual paving work is also included to evaluate required yearly funding for general road improvements.

Bikeways and Pedestrian Pathways

The State of Maryland Annotated Code now requires, as part of the comprehensive plan element, a provision within the transportation plan for bicycle and pedestrian access and travelways. There has been an increasing emphasis over the last six years on provision of interconnected streets between neighborhoods that were delineated in the 1994 Master Plan. The Town has over the last five years implemented several of those road alignments as particular properties have come in for development plans. These new road alignments along with overall new subdivision design have emphasized the use of sidewalks on both sides of collector roads, but also within local roadways so the connections between neighborhoods is facilitated by these sidewalks.

The Town has also made a concerted effort to implement the retrofitting of sidewalks in locations in which they did not previously exist. The Town routinely requires sidewalk installation in older sections of Town with regards to in-fill residential development of varying sizes. Areas of commercial redevelopment along heavily traveled routes such as Ridgeville Boulevard and Ridgeside Drive have also been required to provide sidewalks where there had previously not been any provided. Pedestrian crossings have been increased throughout the Town over the last five years with emphasis given to locations where there is continuous pedestrian access to public buildings such as schools, library, senior center or post office. The Town should continue to pursue opportunities to provide safe walking conditions throughout the town' s neighborhoods and in the core downtown area.

Frederick County and Carroll County have both implemented a trails/bikeways plan that has been incorporated into their Master Plans and includes involvement of all the

municipalities. These plans should be incorporated into the Town Comprehensive Plan Map for future facilities. Bike paths may also take the form of trails. That network should also be designated into the transportation map of the Master Plan.

Three levels of bikeways facilities are explained in the Frederick County Bike and Trails Plan. They are defined as the following:



- *Class I* - This type of route provides the largest degree of separation and most often involves a path that runs parallel to a street and is separated from the sidewalk by a buffer of some sort. Rails to Trails network, multi-purpose trails, or park systems are examples.

- *Class II* - The facility is described as a bicycle lane, which is located between the curb and the drive lane of a road. Any local or collector road may be delineated with a signed or striped bike lane.

- *Class III* - The facility provides the least amount of separation and requires sharing the lane with other vehicles. This would only be designated as a bike route.

Frederick County has delineated Main Street, Buffalo Road, and Prospect Road and Maryland 144 (Old National Pike) as possible rural bikeways into the Town. Carroll County has delineated MD 27 and Watersville Road traveling east as future designated rural bike routes. The Town should take a proactive approach to designating these bikeways for possible utilization for current and future residents. The roadbed itself may be marked with bike lane striping if the paving width permits and marked with signage on the shoulder. The Town or County already utilizes many in-town roads without any formal designation. Clearly marked and established bike routes will help both riders and drivers in creating safe roadways for bike users. Future bike routes will be recognized on the Town Comprehensive Plan Map.

Policy Recommendations:

The overall goal for the Master Plan will be to provide a safe and efficient transportation system, which will correspond to and implement the overall land use plan of the Town.

- 1. Plan for current and increased traffic on the Town's street system, and to use the street system to foster and retain community character. The Town should continue to pursue the construction of an interconnected street system.**
- 2. The Town should continue to explore and implement alternative modes of transportation. These alternatives may include, but are not limited to, carpool/vanpool or mass transit, and coordination of hiker/biker paths proposed as an element of the Parks and Recreation Plan to serve as a safe transportation option within Town.**
- 3. The Town will continue to monitor the level of service on all secondary roads within its jurisdiction, and implement improvements to those roads to maintain a level of service of "C" or higher.**
- 4. The Town will encourage the use of "traffic calming techniques" in new subdivision design and retrofit of older sections of town. Techniques such as landscaping improvements, and pavement design, should be suggested.**
- 5. Sidewalk improvements will continue to be required in all new projects, but emphasis should also be placed in providing safe pedestrian access in older areas of town and filling in sidewalk locations, where they currently do not exist. All sidewalk installations shall provide for adequate separation distance from the road travelway.**
- 6. The Town should continue to work with the Maryland State Highway Administration to monitor the traffic conditions of MD 27 and work closely with the State on future improvements to that road to help maintain an acceptable level of service.**
- 7. As mandated by GASB- 34, continue to update a complete inventory of roads for the Town, which would include physical condition, paving width, storm drainage characteristics, sidewalk locations and width, mileage and needed improvements to those roads. This information should be compiled and updated by the Town Streets and Roads Department to assist in the yearly improvements done to the town street system.**

8. The Town will encourage the incorporation of safe pedestrian and bikeways in the design of new roads and the upgrading of existing roads.

9. Future proposed road alignments in the outergrowth areas of Town would be delineated to ensure the reservation of right-of-way areas, and will minimize the impact on environmentally sensitive areas.

10. The Town will support efforts to pursue State or Federal Funding for non-highway transportation improvements.

11. Primary intersections within the Town will be evaluated on a regular basis to effect changes to signal phasing in order to maintain an acceptable level of service at those intersections.

12. The Town should conduct a Town-wide traffic study and intersection analysis to evaluate existing and future conditions of all vital intersections to ensure the adequacy of service level throughout the Town transportation network.

(RESERVED)